Question of Time Allowance to Be Considered Case of the Avenger Makes a strong Argument-British Attack on America Cup Races and the "New Deed"

yachtsmen belonging to the many that race on the Atlantic coast be-Maine and the Delaware capes are again a week from Wednesday at York Yacht Clubhouse to discuss ted changes in the present rules of ment and time allowance. The comof the New York Yacht Club has called sterence, which has been known as

ring with measurement rules upsets ngs very much, but this winter there is a little being done in the way of yacht ilding. Any changes that may be made seriously affect the construction

certain that the present system of asuring yachts will not be radically anged. There is one thing, though, that receive careful consideration. When was adopted it was agreed that only yachts built for classes forty feet and ould be raced without time allowand that in the larger classes allowance hould be figured according to the rating of the yachts in each class. This meant that in the smaller classes vessels had to be built to the limit, but in the larger classes, no mater where the yacht rated, it would give be rreceive allowance as the case might be.

Last year Commodore Cornelius Vanderbit, i. F. Lipritt and G. M. Pynchon had the turora. Winsom and Istalena built. They ated close to 57 feet. After these vessel had been turned out Robert W. Emmons had the twenger built by Herreshoff, which rated at he bottom of the class. The Aurora rated 5.00 and the Avenger 48.01 and the Aurora had to allow the Avenger 48.01 and the Aurora had to allow the Avenger 48.02 and the Aurora had to allow the Avenger 48.03 encodes a mile. The workings of the rule have shown that in the summer in these waters the smaller boat has the better chance of success and that the me allowance scale favors the small boat. The result was that the Avenger defeated the arger boats in her class more often than not, and Mr. Emmons captured many valuable cups, including the Astor cup.

The Aurora, Winsome and Istalena are built is good fast cruising yachts. They had solid pars and were well and comfortably fitted and furnished. The Avenger was built for racing. She had hollow spars and was kept as light as possible during the season. The larger boats were at a disadvantage in this way. The fact that Herreshoff had turned out a boat to just get in at the bottom of the class after he had built three that were practically at the top caused some criticism. The advisability of changing the rules so that all new boats must go to the top of the class or else changing the scale of time allowance has been advocated.

Time allowance always is a nuisance to the control of the class of the control of the class of the control of the class of else changing the scale of time allowance has been advocated. figured according to the rating of vachts in each class. This meant that

ne allowance always is a nuisance to ismen and causes endless trouble to Time allowance always is a nuisance to achtsmen and causes endless trouble to gatta committees, and there are many ho favor its gradual disallowance in the guiar classes by making a rule that no acht built after a certain date shall receive by allowance. This would mean that all wyschts would be designed to rate at the p of the class. Because light weather premis during the summer months more than savy or strong breezes the scale allowance during the summer months more than y or strong breezes the scale allowance ured on 70 per cent. of the full theoretical vance. This was riased three years ago, 60 per cent., and many yachtsmen think the scale is too high and that it would eitar to go back to the 60 per cent. allow, which would give larger boats a better one of success against smaller ones. These ers will be threshed out at the coming erence and these are really the most often that the delegates will have to ider.

A brief extract from the London Yachtsyon, in which an attack was made on the
New York Yacht Club and the races for the
America's Cup, was cabled here a while ago.
The whole article has reached this side of
the Atlantic. The article says in part:
In the past year we have seen several instances
in which bomparatively old yachts have taken
a new lesse of life, defeating newer vessels which
had thoroughly beaten them in open racing long
ago. Some of these boats had been dubbed "failures" in their first days. This has been the case
from the earliest days of yacht racing, with one
tignal exception—that of yachts built in this country for the earness purpose of challenging for the
America's cup.
It is interesting to note the ultimate fate of the

merica's cup. It is interesting to note the ultimate fate of the trious America's cup challengers and defenders noe 1885. Puritan, the successful defender of the up against Sir Richard Sutton's famous Genesta, as just been sold for £520, whereas Genesta has has just been sold for £530, whereas Genesta has long since been broker, up. Cenesta was, no doubt, whe-bester buill versel of the two; but her lack of beam rendered her comparatively useless as a cruiser. Nest we come to Mayflowe; and Galatea. Mayflower is still in service, having had her rig altered from sloop to schooner in 1888, and having in 1800 to put up with the indignity of an auxiliary motor installation. Galatea has never posed as a yacht since-her faiture to beat Mayflower, for her gallant owner's death robbed England of a sterling aportsman. Volunteer and Thistie are both doing good service at the present time, but after this date (1887) the sad tale of the cup challengers begins. Valkyrle II. would doubtless hold an

sporssman. Volunteer and Thistie are both doing good service at the present time, but after this date (1887) the sad tale of the cup challengers begins. Valkyrle II. would doubties hold an honored place in the history of British yachting had she not been sunk in a collision with Satanita just before the start of the first race salied by her cup antagonist, Vigilant, in our waters. Valkyrle III., the next cup challenger, only came home after her failure, to be laid up until such time as breaking up become imperative. She was useless for racing in this country, and it seemed impossible to use her even as a trial boat for Sir Thomas Lipsion's first Shamrock.

The fate of the three Shamrocks need not be dwelt upon Colymbia (the defender against Shamrocks), and II.) is still at large, while her antagonists have long since been broken up. Rellance and Shamrock III. are still in existence—the former in reserve for never to come cup challenges and the latter no doubt awaiting a breaking up bid.

Thus on the face of it we in this country have been playing a 'fool's game' all along in our efforts to regain the America Cup. In the first instance we started out to win with a type which was quite use less for anything save racing under the rule to which it conformed. That, however, was not the cardinal mistake. This lay in forgetting that our good friends at the other side of the Atlantic were gifted with a certain amount of intelligence and that they had already had several imported samples of the plank on edge type which proved far superior to their existing shallow centreboard type.

Had Vanduara been sent out in 1880 we might have won the cup, but it was mere folly to attempt the task with such vessels as Genesta and Galatea. After fils I was a struggle on the part of our challengers to get on terms (as to type) with American designers, and this was only achieved in the case of Shamrock I. The most patent proof that all America Cup. It is was not year to one has been recently given by the action of the New York Vacht Cl

DETAILS OF CABLE CHESS. Challenge Sent Provides for Some Alterations in Conditions.

tours J. Wolff, captain of the Columbia Iniversity chess team, yesterday forwarded formal challenge to Oxford and Cambridge for a cable chess match. In this come rounication it is proposed that the match take place either on March 14, 21 or 28. The letter ent to Oxford is a duplicate of the one dissent to Oxford is a duplicate of the one dispatched to ambridge, and is in part;
On behalf of the cable match committee of the universities of Columbia, Harvard, Ysic and Princeton I take pleasure in challenging Oxford and Cambridge to a chess match by darie for the possession of the like troping, the match to be played March 14, 21 or 28, as you may elect; teams to consist of six players a bide; arranged in order of playing strength so far as this is 2 mown; hours of playing strength so far as this is 2 mown; hours of play, a A. M. to 1 P. M. and 2 P. M. to 6 P. M., New York time; time limit, 24 moves per hour; unfinished games to be adjudicated by the referee.

I am requesting it. L. Bowles to act as American unpites and suggest that you select some one to represent your interests here. Mr. Napler, who usually acts as referee, cannot very well be present this year, and we suggest for this position—subject to your approval—Watter Penn Shipley, president of the Franklin Chess Club of Philadelphia and one of the most prominent players in the United States.

one of the most prominent players in the United States.

Owing to the fact that the 1906 match was played by the universities of Cornell, Brown and Fennsylvania, on the American side, some question lass arisen here concerning the makeup of the feam. Our committee this year intends to select the team from the following seven universities (columbia, Harvard, Vale, Princeton, Cornell, Brown and Pennsylvania, We understand that you'r team may be chosen from any recognized university of England, Ireland, Scotland and Wales; this arrangement gives the contest a somewhat broader faspect. We would like to hear from you particularly on this polist, as well as on the one of arranging the teams in order of strength so far as known. This latter previation seems essential is order to bring about a real test of strength.

Out committee is at work on a code of rules to govern these matches, there never having been a definite and permanent set agreed upon. After we hear from you we will submit these rules for your approva; they will stimply put into concrete and permanent form the arrangements under which the contests of past years have been conducted by mutual agreement.

Advices from the other side state that the fifth Russian national chess tournament at

fifth Russian national chess tournament at Lodz has been won by A. Rubfinstein of that city, the winner of the great international masters' tournament held at Carisbad last summer. Rubenstein figished with a total of ground.

TRAP SHOOTING

Fred Hodgman was high gun in the weekly hoot of the New York A. C. at Travers Island He secured double brackets and tied for a third. In the curtain raiser of twenty-five targets, scratch, he shattered every blue rock and retired with a perfect score to his credit. For the Sauer trophy he was tied with G. Fred Pelham at 24, the handicaps being 1 and 2 respectively. In the shootoff Hodgman won by one target.

won by one target.

For the high score cup there was another tie between Hodgman and A. Tilt, both shooting from the same mark. There was no shootoff, as the total figures at the end of the season will determine the owner of the prize.

The big event of the day, the leg on the January cup, a fifty target affair, was won by N. V. Lenane, who with a handicap of 8 was high score, with a total of 45.

There was some close work for Trophy No. 1 between G. Fred Pelham, with a handicap of 2, and G. M. Thomson, who had an allowance of 4. They tied with totals of 24, and in the shootoff Pelham secured the verdict by one target.

F. H. Schauffler, who appeared after a long absence from the Travers Island traps, was placed on scratch, and he showed that he retained his form in Trophy No. 2 by making the perfect score of 25.

Opening Event; 26 Targets; Scratch—Fred Hodg.

Opening Event; 28 Targets; Scratch—Fred Hodg man, 25; J. H. Cates, 21; G. Fred Pelham, 20; N. V. Levane, 20; G. H. Graves, 18; T. J. Ryan, 15; T.

Levane, Jr., 13.

January Cup. 30 Targets; Handicap—N. V. Levane, 4-45; F. H. Schauffler, scratch, 44; G. Fred Peinam, 4-42; Fred Hodgman, 2-38; T. Levane, Jr., 10-38; J. H. Cates, 10-36; T. J. Ryan, scratch, 38; G. H. Graves, 10-34.

Sauer Trophy: 25 Targets; Handicap—Fred Hodgman, 1-24; G. Fred Peinam, 2-24; T. Levane, 3r., 5-22; F. H. Schauffler, scratch, 22; J. H. Cates, 5-21; N. V. Levane, 2-21; G. H. Graves, 5-18; G. M. Thomson, 4-18.

Shootoff; Same Conditions—Hodgman, 23; Peinam, 22.

Shootoff, Same Conditions—Hodgman, 23; Pelham, 22.
High Score Cup; 23 Targets; Handicap—F, Hodgman, 1—23; A. Tiit, 1—23; G. Fred Pelham, 2—22; J. H. Cates, 5—22; F. H. Schauffler, scratch, 22; G. M. Thomson, 4—22; N. V. Levane, 2—19; J. J. Kelly, 5—19; G. H. Craves, 5—17; T. J. Ryan, scratch, 19; T. Levane, Jr., 5—15.
Tapphy No. 1, 23 Targets; Handicap—G. Fred Pelham, 2, 24; G. M. Thomson, 4, 24; A. Tiit, 1, 23; F. H. Schauffler, scratch, 22; T. Hodgman, scratch, 21; N. V. Lenane, 2, 20; T. J. Ryan, scratch, 18; T. Lenane, Jr., 5, 18; J. J. Kelly, 5, 18.
Shootoff, Same Conditions—Pelham, 21; Thomson, 20.

Shootoff, Same Conditions
Son. 29.

Trophy No. 2, 25 Targets: Handlcap—F. H.
Schauffer, scratch, 25; F. Hodgman, scratch, 22;
G. Fred Pelham, 2, 21; N. V. Lenane, 2, 21; G. M.
Thomson, 4, 20; A. Tilt, 1, 17; T. J. Ryan, scratch,
15; T. Lenane, Jr. 5, 15; J. J. Kelly, 5, 15. Thomson, 4. 20; A. Tut, I. 17; T. J. Ryan, scratch, 15; T. Lenane, Jr. 5, 15; J. J. Kelly, 5, 15.

Five shooters of the New York A. C. yesterday shot a friendly match against five gunners of the Fox Hills Golf Club at Staten Island. It was a 100 bird event. The wearers of the Winged Foot were defeated by 27 targets. After the regular shoot there was a picked up match, and in this the New Yorkers did better, winning by four blue rocks. The Travers Island team was made up of Gus Grieff, W. J. Elias, J. J. O'Donohue, J. Dickerson and J. Hodgman. The best score made by the visitors was a run of 25, which fell to the credit of Gus Grieff. The Fox Hills gunners were George Bechtel, G. Lembeck, J. Kuchler, W. Bottone and Col. H. O'Donohue. Bechtel did the best work with 87 targets.

Good light but a high wind were the weather conditions the gunners of the Crescent Athletic Club had at the Parkway Driving Club yesterday. More than twenty marksmen reported. The third leg for the stake trophy was won by C. A. Lockwood. Twenty-five targets were shot, and with a handicap of 3 the winner returned a perfect score. The other legs on the Drize were won by H. B. Vanderveer and J. P. Fairchids.

Ten guns reported for the January cup. The marksmen were all handicap men and the winner was D. T. Leahy, who with 4 birds to his credit before the shoot made a satring of 23. The winner was W. C. Damron, who broke 12 out of 15 blue rocks.

In the team shoot a new pair, Henry Kryn and H. M. Brigham, with a handicap of 3,

broke 12 out of 15 blue rocks.
In the team shoot a new pair, Henry Kryn and H. M. Brigham, with a handicap of 3, easily won the event. In the aggregate the team broke 47 out of a possible 30 blue rocks. Without their handicap Kryn and Brigham would have won, for L. M. Palmer, Jr., and F. B. Stephenson, the scratch mai, finished second with a total of 42 kills to their credit.

Henry Kryn read a challenge from the loston Athletic Association for a home and ome shoot between the Boston and the Cresent gunners. No date was mentioned, he scores. cent gunners. No date was mentioned. The scores:
Stake Trophy—25 targets—C. A. Lockwood, 3, 25; H. M. Bingham, 1, 28; F. B. Stephenson, 0, 22; H. Kryn, 2, 22; G. G. Stephenson, Jr., 3, 21; D. T. Leahy, 4, 20; W. C. Damron, 2,20; H. B. Vanderveer, 4, 19; J. H. Ernst, 4, 19; F. C. Raynor, 5, 16; L. M. Palmer, Jr., 0, 17; S. P. Hopkins, 4, 17; W. W. Marshall, 5, 17; C. K. Chapman, 7, 17; F. D. Creamer, 3, 15; D. O. Bennett, 3, 12; Dr. Adams, 2, 12; Trophy Shoot—16 targets—D. T. Leahy, 2, 16; W. W. Marshall, 3, 16; F. C. Raynor, 3, 18; P. B. Stephenson, 0, 13; L. M. Palmer, Jr., 0, 12; S. P. Hopkins, 2, 12; J. B. Ernst, 2, 12; R. C. Williams, 3, 12; C. A. Lockwood, 2, 10; H. B. Vanderveer, 2, 11; H. Kryn, 1, 9; W. C. Damron, 1, 9; F. D. Creamer, 1, 8; D. C. Bennett, 2, 7; G. G. Stephenson, 2, 15; C. A. Lockwood, 2, 16; F. D. Creamer, 1, 12; J. H. Ernst, 2, 12; D. C. Bennett, 2, 11; H. B. Vanderveer, 2, 11; H. G. Williams, 1, 8. Trophy Shoot: 25 Targets—W. W. Marshall, 3, 15; F. D. Creamer, 1, 12; J. H. Ernst, 2, 11; H. B. Vanderveer, 2, 11; H. C. Williams, 1, 8. Trophy Shoot: 25 Targets—W. C. Damron, 2—24; J. H. Ernst, 4—24; H. M. Brigham, 1—23; E. L. Rhett, 4—23; F. D. Creamer, 3—22; L. M. Palmer, Jr., 6—21; D. T. Leahy, 4—21; F. B. Stephenson, 3—20; R. C. Lockwood, 3, 30; G. G. Stephenson, 3—20; R. C. Lockwood, 3, 30; G. G. Stephenson, 3—20; R. C. Lockwood, 3, 30; G. G. Stephenson, 3—20; R. C. Lockwood, 3, 30; G. G. Stephenson, 3—20; R. C. Lockwood, 3, 30; G. G. Stephenson, 3—20; R. C. Lockwood, 3, 30; G. G. Stephenson, 3—20; R. C. Lockwood, 3, 30; G. G. Stephenson, 3—20; R. C. Lockwood, 3, 30; G. G. Stephenson, 3—20; R. C. Cockwood, 3, 30; G. G. Stephenson, 3—20; R. C. Cockwood, 3, 30; G. G. Stephenson, 3—20; R. C. Cockwood, 3, 30; G. G. Stephenson, 3—20; R. C. Cockwood, 3, 30; G. G. Stephenson, 3—20; R. C. Cockwood, 3, 30; G. G. Stephenson, 3, 30; R. C. Cockwood, 3, 30; G. G. Stephenson, 3, 30; R. C. Cockwood, 3, 30; G. G. Stephenson, 3, 30; R. C. Cockwood, 3, 30; G. G. Stephenson, 3, 30; R. C. Cockwood, 3, 30;

4—23; F. D. Creamer, 3—22; L. M. Palmer, Jr., 6—21; D. T. Leahy, 4—21; F. B. Stephenson, 0—30; C. A. Lockwood, 3—30; G. G. Stephenson, 3—30; R. C. Williams, 5—30; H. Kryn, 2—19; F. C. Raynor, 5—19; D. C. Bennett, 3—18; W. W. Marshall, 5—14; J. M. Rhett, 6—13; S. P. Hopkins, 4—21.

Trophy divided.

January Cup: 25 Targets—D. T. Leany, 4—23; J. H. Ernst, 4—21; C. A. Lockwood, 3—30; W. C. Damron, 2—30; S. P. Hopkins, 4—20; F. C. Raynor, 3—30; R. C. Williams, 5—19; G. G. Stephenson, 3—17; W. W. Marshall, 5—16; D. C. Bennett, 3—12, Scratch Shot—15 Targets—W. C. Damron, 12; H. M. Brigham, 10; F. B. Stephenson, 10; H. Kryn, 9; F. D. Creamer, 7; C. A. Lockwood, 7.

Team Bace; 25 Targets—H. Kryn, 2—22; H. M. Brigham, 1—25. Total, 3—47. L. M. Palmer, 0—21; F. B. Stephenson, 3—17; D. F. Leahy, 4—24. Total, 7—41. Six gunners reported at the Bath Beach Stephenson, 3-17; D. F. Leany, 4-24. Total, 7-41. Six gunners reported at the Bath Beach traps of the Marine and Field Club yesterday. Two strings of twenty-five targets each were decided in the weekly shoot for a gun. The winner was H. A. Gubner, who missed only one. W. Pardonner, a new shot at the Bath Beach traps, was second, with 43 kills to his credit. The scores:

H. A. Gubner, 24-25, 48; W. Pardonner, 23-20.

Credit. The scores:
H. A. Gubner, 24—25, 49; W. Pardonnes, 28—20, 43; C. M. Camp, 20—22, 42; W. H. Davol, 21—21, 42; I. Spedgker, 19—22, 41; J. M. Knox, 19—18, 37.

CURLING.

Terrace City C. C. Defeats Yonkers C. C.

on Van Cortlandt Lake. Followers of the roarin' game took advantage of the keen ice on Van Cortlandt vantage of the keen ice on Van Cortlandt
Lake yesterday and two local matches were
play ed. Terrace City C. C. and Yonkers
C. C. opposed each other in two rinks and
there was some lively work with the besoms.
On Rink 1 the veteran Tom Wigley
skipped for the Terrace four and he proved
too strong for Yonkers, for his side won by
the decisive score of 26 to 3. The Terrace
men did not do so well op Rink 2, but
this is not to be wondered at, for Yonkers
had George Greene as skip and they came
out winners by 14 to 9. Terrace City's total
was 35 to 17 for Yonkers.

RINK NO. 1.

RINK NO. 1. Terrace City
J. Brathwait
R. Peene:
W. Stewart
Dr. Artherhlid
Tom Wigley' skip
Score—Terrace City, 28; Yonkers, 3. Terrace City C. C.

W. Peene.
Corkery.
A. Peene.
Kelloch, skip.
Score—Yonkers C. C., 14. Terrace City, 9.

Indian Harbor Y. C. Meeting. GREENWICH, Conn., Jan. 18.-The annual meeting of the Indian Harbor Yacht Club was held in the clubhouse last evening. The election of officers resulted as follows: The election of officers resulted as follows;
Commodore, Moy A. Rainey, schooner invader;
vice commodore, H. Wilmer Hanna, sloop Aspirant;
rear commodore, Lorenzo D. Armstrong, schooner
Grampus; sceretary, Charles D. Burnes, treasurer,
Richard Outwater; measurer, Morgan Barney;
president of the corporation, Charles T. Wills,
directors (terms expiring 1911), George Lauder, Jr.,
E. Burton Hart; regatta committee, Frank 60 vne
Jones, coalrman; Richard A. Monks, Herman A.
Edson.

Edson.

The club has challenged the American Yacht Club for a race for the Manhasset challenge cup, which was won by Mimosa III. owned by the late Trener L. Park. It will name the Seneca, owned by Addison G. Hanan, as its representative, and arrangements for the match will shortly be announced. The Manhasset Bay Yacht Club has signified its intention to enter the race.

STAMPORD, Conn.. Jan. 18.—Wesleyan's freshman basketbail team defeated ling's School team here to day by the score of 33 to 23. The Horace Mann basketball team on defeated the Barnard school team in the gymnasium by a score of 26 to 13. gymnasium by a score of 25 to 15.

The Cathedrai College team defeated Manhatian College last Wednesday afternoon 25 to 15. Instead of Manhatian beating Cathredal, as first reported. De La Salie in situite defeated the Southampton on the latter's court at Southampton yesterday by the score of 31 to 56. This is the first defeat exceptioned by Southampton this year. The team work of De La Salie was a feature.

Manager Grady of the Manager College Press.

of a points.

Herr Jacques Mieses concluded his engagement at the Manhattan Chless Club by playing against thirty players. He won 18, lost 7 and drew 8. At the Queens County Chess Club the German master played 15, won 11, drew 3 and lost 1 to T. T. Robinson. Herr Mieses will play in Harrisburg, Pa., to-morgon, at Baltimore on Wednesday and at Washington on Thursday.

MANY SPECIAL NIGHTS FOR NEWARK AUTO SHOW.

New Jersey Automobile and Motor Club Arranging to Entertain Governors, Clubmen and Society on Different Decasions-Mayor Will Open the Affair.

Practically all arrangements have been soluded for New Jerse 's first automobile show, which is to run in the Electric Park auditorium, in Newark, from February 21 to 29. The echibition is to be held under the joint auspices of the New Jersey Automobile and Motor Club and the New Jersey Automobile Trade Association. H. A., Bonnell, secretar of the club, is handling the de-tail work of the show and has alread received applications for almost all of the available space. The Mayor of Newark, assisted by a number of city officials, is to formally open the show, and there is to be a Governors' night, when an effort will be made to secure the presence of the former and present heads of the State Government. There will also be a club night, when the Associated Automobile Clubs of New Jersey will attend in a body, and not to be outdone by New York and Chicago, a society night as well.

In accordance with an invitation the 'vestern classification committee of the railroads, Alfred Reeves, general manager of the American Motor Car Manufacturers eciation, left yesterday for Hot Springs, Va., to attend the meeting of the committee on Tuesday. Freight rates on automobiles, in carload lots and under, are to be discussed

An automobilist with a penchant for practical joking declared yesterday that Harlan W. Whipple of Boston would endeavor to induce Barney Oldfield to emerge from his retirement long enough to drive his Stearns car in the Briarcliff trophy contest on April 24.

It should be borne in mind that speed is but one of the manifestations of power, and its attainment involves other factors than that of the relative number of revolutions of the engine and road wheels; and the fact that every increase in speed smortens the life of every part of the car should not be overlooked. In most cases restoring the car to its original degree of efficiency will suffice to accomplish all that can be safely recommended in this direction, and the practice of tinkering a 18 horse-power runabout in ap attempt to make it the equal of a 2-horse-power car is to be deplored.

in an attempt to make it the equal of a 2-, horse-power car is to be deplored.

A device for preventing tampering with the car in the absence of the owner or driver has been invented by a German, says the London Field. Cases are unfortunately only too common in which a car has been left outside unattended, and when the owner returns he has found the gears disarranged or the car interfered with in some other way. In one case a gentleman was knocked down by starting his oar with the first gear in position; it had been left in the neutral, but some busybody had moved the gear lever without his being aware of it. Then, again, there have been several complaints recently by owners about the extraordinary way in which the tires wear out or the petrol bill has increased. Sometimes it has been really unaccountable, as the owner presumed the car was safely locked up in its garage except when he had given orders for its use.

It has, however, for some time been a matter of common knagledge that chauffeurs are occasionally only too inclined to make use of the automobile for their own purposes. In fact several cases of late have brought this to light, as a driver has got into trouble while his master indignantly denied that his car could have done it. The invention referred to is a key or bolt which can be slipped through the neutral notch in the quadrant or side plate of the gate change unchanism and locked in that position. By this means it is impossible for the car to be used without the owner's knowledge.

It may not be a large factor in the final

owner's knowledge.

It may not be a large factor in the final economic struggle between the motor and the horse, but it nevertheless adds to one's faith in the final supremacy of the motor car to observe its independence of weather conditions, to see it careering about unaffected in stress of weather which puts a stop to all horse traffic, says the Horseless Age. In the sleet storm which struck New York some weeks ago the atreets were for several hours almost entirely free from horse vehicles, while autamobiles—mostly of the enclosed type—could be seen proceeding faster than usual owing to absence of obstructions, absolutely under control and providing every comfort for the passengers. The same superiority over the horse may be observed during hot spells in summer, when horses must be worked very carefully and often drop dead on the streets from the heat and improper treatment. During such periods it is always found very difficult in the large cities to accomplish the necessary transportation work. Motor vehicles are not affected in the least by the highest temperature ever reached in this latitude.

is always found very difficult in the large cities to accomplish the necessary transportation work. Motor vehicles are not affected in the least by the highest temperature ever reached in this latitude.

The greater independence of the motor vehicle from weather conditions not only tends to render it superior to the horse in the temperate zone but will make it available for use in the Arctic and tropical zones, where horses are of little service. This matter was touched upon in a recent lecture by A. P. Austin, chief of the statistical bureau of the Deprtment of Commerce and Labor, before the Automobile Club of America. Mr. Austin has found that nearly all the horses in the world are in the temperate zone, and he believes that the motor vehicle is destined to play an important part in opening tropical countries to civilization. A very promising start has already been made in this direction by the long motor road now under construction in the Congo Free State in Africa. In the German colonies in Africa also motor vehicles are used as much as the undeveloced state of the country allows, while in British India and several other tropical countries the application of motor vehicles to practical uses is making rapid progress.

Though the new vehicle ordinance of Grand Rapids, Mich. has been in force for only a couple of months, it has worked out hetter than was expected. As a result of the enforcement of the ordinance, which includes in its provisions both horse drawn and motor driven vehicles, the police court funds have heen increased, though not altogether by drivers of automobiles. As horsemen have been in the malority. The one feature of the new measure which has caused much unfavorable comment is the provision which has set the age for drivers at the minimum of 16 years. This clause provides, however, that a person under 16 years of age may obtain a permit to drive a car from the board of police and fire commissioners, providing he or she is capable of so doing. In this connection the board has wisely set the a

AUTOMOBILE NOTES.

A very serious phase of the motor car seiling ndustry has been the marketing of new models at a certain period every year. of a standard make of car introduces a new model in the fall or winter, and it is exhibited at the shows as a new production embodying new features in design and construction of such a nature as to make this model entirely different from its predecessor. These new models, placed on exhibition resso. These new models, placed on exhibition in the winter and offered for sale in the early pring months of each year, embody such improvements as to make previous modes undesirable or obsolete. The result has been that in the late spring and summer months, when the selling season should be at its best, buyers begin to talk about new models to be brought out in the vipries or fall and heilitate to place their contents. winter or fall and hesitate to place their orders for ears which in a few months might become obsolete, even though they were antious to purchase a new car for the pleasure its use would give them during the summer and fall months. Three years ago the Losier Motor Company formulated the ago the Lower motor Company formulated the policy of making changes in models and introducing improvements at any time that manufacturing expediency permitted, and instead of a radical change in models every twelve months the growth of the car has been rather one of gradual

The great benefit to the trade and public reseiting from such a policy, if generally, adopted by all manufacturers, can readily be understood. The selling season would be a continuous one, the sales varying only with the conditions of the the sales varying only with the conditions of the natural seasons, and a purchaser of a car would alweys have the assurance that he would be obtaining a car with the tatest improvements and ideas of the designer. In the last catalogue must issued by the Lozier Motor Company they have-outlined their position in the following manner: "It may be well perhaps here to state that along the line of progressive improvement we reserve the right to make changes in the construction of Lozier notogeness at any time, and in such manner as in our opinion will result in their betterment, is having siways been a part of the Lozier postey

It isn't so far back since one heard predictions of every side that prices would be knocked 'galle; west' in the automobile trade during the scasor of 1908; in fact it is only a matter of a few wests But what a difference a few short weeks have made

of 1908; in fact it is only a matter of a few weeks, But what a difference a few short weeks have made. Trade has improved by leaps and bounds and there is every indication of anxiety in the more substantial quarters that they have been shortsighted in not seeing through the utter fallacy of the recent sitump. A few of the oid houses in New York are increasing their orders to the factories hoping in this late day to receive authfactory assignments. However, it will be hard scratching for these agents to get additional cars, let alone to receive anything like decent delivery.

Factory outputs have been curtailed as a whole, and extra cars will as a rule have to be accured from some less fortunate agent in some other territory. This is the prevailing opinion, and it will not be at all surprising to find that those cars most in demand by the general public will all have been absorbed before the selling season is half over. Commenting on this phase of the situation Gen. John T. Cutting of the Oldsmobile Company of New York says that not only will prices be maintained owing to a very likely shortage of the standard American cars, due to conservative factory will be heard of fancy prices being paid for some exceptionally attractive deliveries.

If selling experience and a knowledge of trade

exceptionally attractive deliveries.

If selling experience and a knowledge of trade conditions all over the world count for anything, Lee Counselman, who has just identified himself with the E. R. Thomas Detroit Company as sales manager, is surely well sautipped. Mr. Counselman was for seven years with the National Cash Register Company, all the while in close touch with Hugh Chalmers, who was formerly general manager of the company and is now president of the E. R. Thomas Detroit Company. He has visited many sections of the world, and in addition to his selling experience Mr. Counselman had full charge of the advertising and publicity business of the National Cash Register Company. During all this time he has been a close student of the automobile business and has owned and driven no less than ten cars of different maves. The addition of Mr. Counselman to the E. R. Thomas Detroit Company adds another young man to this company, which is notably composed of young men.

The decision of the Association of Licensed Automobile Manufacturers in reestablishing the January New York show date will be welcomed by manufacturers and dealers alike, in the opinion of F. R. Bump, sales manager of the H. H. Franklin Manufacturing Company. "After all," said Mr. Bump, "an automobile show is really not so much for the benefit of the wholesale trade as the retail. An early fall show unquestionably hurts the late fall retail business, as buyers wait for the show On the other mand, it does not stimulate the early apring buying, as people are not ready to place deposits so far in advance. Therefore the January show seems well advised from every point of view."

show seems well advised from every point of view."

Since the arrangement with the F. B. Stearns Company whereby Wyckoff, Church & Partridge of New York have the handling of all Stearns cars in the Eastern States, new agencies have been quietly opened in several large cities. The most recent contracts have been made in Brooklyn and Beston. The name of the new Brooklyn agency is the Allen-Swan Company, who have opened a place for the sale of Stearns cars at 1287-1291 Bedford avenue. Low H. Allen is well known in Brooklyn, baving been for a number of years connected with the sale of Locomobiles in that city. E. S. Partridge has concluded arrangements for the representation of Stearns cars in Boston. A contract has just been signed with Morgan B. Kent of that city which gives him the exclusive Stearns agency for the State of Massachusetts. Mr. Kent is one of the most prominent automobile dealers in Boston, and recently represented the Hotch-kiss car there.

On March I next the Winton company as a corporation will begin its twelfth year. After several years of preliminary work by Mr. Winton, the company was incorporated March 1, 1891, with capital stock of \$200,000, which in 1801 was increased to \$1,000,000. The officers elected at the first meeting of the new corporation are still holding the same positions—a remarkable record considering the mutability of the industry. Winton products have ranged from single to eight cylinder cars and the Winton company is the only one in the world whose plant is devoted to the exclusive production of sizes.

The C.G.V. Import Company, which for the last five years has been putting on the market the C.G.V., has announced that for the coming year it will extend its business and import chassis for commercial trucks and delivery wagons. Charron Limited, manufacturers of the C.G.V. cars, has booked orders to deliver a number of these commercial yealcles both in Paris and in London department stores.

A. L. Kuli, sales manager of the Dragon Motor Company, has sold a Dragon touring car to Victor Moore, who will use the car while filling his engage-ment at the Knickerbocker Theatre. When he goes on the road he will carry it with him, using it for "short jumps" in his route through the country.

At a recent meeting of the Pennsylvania Rubber Company of New York, handling the well known Pennsylvania tires in the territory east of the Alleghany Mountains, A. H. Joraiemon was elected secretary and treasurer, the duties of which offices he adds to that of manager of the company.

NEW DOG SHOW CLASSES. Westminster Kennel Club Making Ready

Getting ready for a dog show is as full of trouble over details as to prepare for a home wedding. The Westminster Kennel Club now is in the advance throes of the thirtysecond annual show and entries from all parts are being booked at the office in the Townsend Building. Besides this, printing and programmes have been arranged for, caterers and of course the building has been bired. The latter is the Madison Square Garden and the dates February 11 to 14. The care of all these and a thousand other details rests on James Mortimer, the show secretary and superintendent, who is journeying about

to judge at other shows when not running off the Westminster affair.

There is a class for Esquiman dogs this year, in which M. Randolph Guggenheim will make many entries. He has a kennel of them secured in Alaska and as he had de cided to give an exhibition of the way the dogs are used on the last day of the show cided to give an exhibition of the way the dogs are used on the last day of the show he will drive them around the ring with a Klondike rig. Another new class is that for Irish wolfhounds, a dog somewhat larger than the Scottish deerhound and a breed which had been believed to be extinct. It is being resuscitated by breeders who have been searching Ireland for specimens and who have been successful.

The usual large number of specials at this show has been greatly augumented this year. The tadies kennel Association of Massachusetts has greatly increased the number of prizes for its members, and the man. challenge cups and other prizes of the Ladies Kennel Association of America of the Ladies Kennel Association of America of the Ladies of new specials offered by the Pet Dog Club of America for small dogs and specials offered by the Great Dane Club of America. To encourage the breeding of St. Bernards, which had lost some of their popularity at the last show, the St. Bernard freeders Association has offered a lot of new cups, for which there will be strong competition.

As has been the case in the last two years, there will be contests between packs on the last day of the show, \$1:0 in cash or plate heing offered for the best pack of English foxbounds and the same prize for packs of American foxboun is, while there will be a \$7: prize for packs of beagles. All the entries close on Thursday with Mortimer

CRESCENTS LOSE BY A GOAL. Staten Island F. C. Wins Soccer Game by I to 0 at Bay Ridge.

Helped by three Columbia soccer players the Staten Island Football Club squared ac-counts with the Crescent Athletic Club on the latter's grounds at Bay Ridge yesterday afternoon, winning by the score of 1 goal to 0. The single tally resulted when Capt. Andrews of the home side permitted the ball to strike him and bound off his person into touch.

A. Van Laar kicked out and the shot, com-

him and bound off his person into touch.

A. Van Laar kicked out and the shot, coming beautifully fast and low, was deflected into the net by Capt. Dwyer of Columbia, playing at centre forward, who met the sphere full on the fly.

The Creacents played well together but they weakened in front of goal, where a better understanding between the forwards in several instances would have been productive of net results. A previous game between the teams at Livingston was won by the Crescents. It is likely that a third meeting will be stranged. In the last half dozen matches the Crescents have had only two goals scored against them.

At Marquette Oval in Brooklyn yesterday afternoon the Brooklyn F. C. easily outpointed Bronx United and won out by the score of 5 goals to 0. In the first half I. Agar scored twice, the ball being passed both times by J. P. Stuart. In the scoond half C. Watts shot a goal from the centre of the field, which was followed by another by I. Agar. About three minutes before the call of time H. Owen added another goal from a mixup in front of the net. H. Rigby and G. Bullock played well for the losers.

Junior Championships at West Side Y. M. C. A.

M. C. A.

Track events to deer te the junior championships of the West Side Branch of the Y.

M. C. A. were held on riday. G. Sherwood distinguished himself by winning the 20 yard and 200 yard dashes and getting a third in the hundred. Summaries:

20 Yard Dash—Won by G. Sherwood, W. Moore, second; E. Fultz, third. Time, 31-5 seconds. 100 Yard Dash—Won by E. Pultz, T. Howe, second; G. Sherwood, third. I line, 14 seconds. 200 Yard Dash—Won by G. Sherwood; W. Moore, second; H. Dewson, thirn. Time, 311-3 seconds. High Jump—Won by W. Moore, with 4 feet 4 inches; J. Hanfield, second, with 4 feet 3 inches; E. Fultz, third, with 4 feet 1 inch.

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FINANCES OF GRESCENT A. C.

CLUB IN GOOD CONDITION, DE-SPITE DEFICIT OF \$13,000.

Expenses of First Year in New House Larger Than Income, but Several Items Charged Will Not Be Payable Another season—Surplus More Than \$260,000.

The annual meeting of the Crescent Athletic Club was held last night in its house on Pierre-pont street, Brooklyn. It was fairly well attended, but there being no opposition to the regular tickets the members did not take much interest in what was going on, being content to read the reports of the president and treasurer that were printed and sent to them. The election of officers resulted as follows:

Townsend Building. Besides this, printing and programmes have been arranged for, caterers for man and beast dealt with, contracts made Kelley: Alfred D. Byrne, Dr. Hobert J. Bell, Charles de Bevoise, Paul E. Bonner. Nominating committee for 1908-Philip Ruston, Jacob I. Bergen, George S. O'Flyn, Edward T.

President H. L. Langhaar in his report to the members said that on December 31 there were 128 life members, 8 army and navy members, 388 non-resident members and 2,172 resident members, making a total of 2,096. This shows an increase of 264 for the year. There are 80 candidates for membership now before the committee, and it is probable that thi year the limit of 2,380 resident members will be reached. During the year the

club lost 18 members by death.
Mr. Langhaar then referred to Treasurer E. J. Williams's report, which showed a deficit of \$13,406.37. The receipts from all sources were \$250,940.07. The expenditures for or-dinary purposes were \$250,929.09; for better-ments, \$7,620.73, and marked off for depredation of furniture, \$5,796.02, making the total expenses \$264.346.44. The bonded debt is the same as last year, \$646,799.

Mr. Langhaar's report in part was:

expenses \$264.346.44. The bonded debt is the same as last year, \$646.799.

Mr. Langhaar's report in part was:

The comparatively poor financial showing for the year is caused partly by the fact that many unformers extraordinary expenses connected with the opening of the new house were incurred, and partly by reason of our unfortunate experience with our managers. We made two changes during the year, with an interregnum between each change during which the citb was rup w. thout proper supervision. The result of this could not fall to be disastrous to our larome. On November 1, 1907, J. Medd took charge as manager, and usner his efficient administration the club is now being run to the much better satisfaction and accommodation of the manuters, and the back late of the the much better satisfaction and accommodation of the manuters, and the back late of the past.

We are running too close to provide for necessary capital expenditures in the future. Everything has advanced in price in the last five years; club dues must necessarily be increased. For the protection of the splendid properties owned by the creasent Club and enjoyed by the members they, the members, should advocate an increase in the annual dues in the nearest consideration and would like to see the initial ve come from you. With annual dues of \$70 the club could easily save enough money to provide for future capital requirements and accumulate a sinking fund to exitinguish its second mortgage bonds as maturity. The new house has proved an unqualified success in all its features and the business done in the different departments has come up to and even exceed the provided in the supposition of the surface of the past provided in the house by some minor structural charges be and as maturity. The new house has proved an accommodation to the members and a source of the greatly increased number of employees whose means are furnished by the restaurant department and against which no charge is made. Fight, additional bedrooms were provided in the house by so

3473.41
The athletic expenses itemized were: Boat house, \$35.05; footbail, \$269.20; basebail, \$1,174.23; handbail, \$8.55; basketbail, \$40.32; rowing, \$622.33; hockey \$196.76; lacrosse, \$7.242.01; tennis, \$484.96; shooting, Bay Ridge, \$215.03; yachting \$148.58; golf, \$2,002.55, making a total for all sports of \$7,495.74.
The sales of supplies profited for the club

=\$3,750=

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two respects :---First—They were ordered and built for the old \$9,000 price highest grade bodies and complete

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82D ST., 148 W.—Pleasant rooms, on suite single: excellent Southern table and table guests \$30,822.63 at both houses: Of cigars, \$11,065.10; rent of rooms at Bay Ridge, \$4.802.87; at the city house, \$15,956.80, and of lookers at both houses, \$2,758.50. Billiards in the city house made \$6,911.16; at Bay Ridge, \$224.90; cards in the city house, \$961.89; at Bay Ridge, \$20.68; howling, \$3,140.40; squash, \$1,101.50; shooting at the city house, \$963.89, and the barber, \$547.07.

Officers of the Anglers Club. According to reports made by officers to the members of the Anglers Club of New York the organization has had a good season York the organization has had a good season and is in a very prosperous condition. The club expects to do still better this year. John L. Kirk was elected president to succeed B. B. Lawrence. Dr. R. Johnson Held was elected vice-president. Edward Farnham Todd, secretary, and Edward B. Rice, treasurer. The members presented a handsome fly tod to ex-President R. B. Lawrence in appreciation of his services to the club.

Manhattan Island Yacht Club Officers. The annual meeting of the Manhattan Island Yacht Club was held recently. The Island Yacht Club was held recently. The election of officers resulted as follows: Commodore, William F. Ridley; vice-commodore, C. J. Leach; rear commodore, G. O. Shaughnessy; treasurer, Howard McAvoy; corresponding secretary, R. A. Arns; financial secretary, James Crowley: recording secretary, George Caniff; measurer, Robert Harrison; fleet captain, P. J. Instone, and delegates to the Corinthian Yacht Racing Union, W. F. Ridley, R. A. Arns and G. O. Shaughnessy.

Inion, W. F. Shaughnessy C. R. C. A. Mileage Prizes Awarded. The Country Road Club Association has issued the names of the winners of the six issued the names of the winners of the six yearly mileage prizes for 1907. The first prize, a gold medal, was won by J. F. Paulson of Brooklyn. Edward States and his riding partner, J. A. Olson, both of Brooklyn, were tied for second. States, who first covered the distance ridden, got the medal. In the last six years States has ridden more than 71,000 miles on the Merrick road. J. F. Hawkins of New York city finished fourth, J. E. Fee and M. S. Walters, both of New York city, finished fifth and sixth, respectively.

Army Basketball Team Wins Easily. WEST POINT, N. Y., Jan. 18.—The cadet basketball team defeated Pratt Institute to-day by a score of 27 to 14. The cadets were without the services of there regulars. The first half ended 22 to 8 in the Army's favor... Pratt covered better in the second half.

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Positions now open in following lines: Dress trimmings, \$1,000: waists, \$1,300-\$2,600; imported embroideries, \$1,500: printing and lithographing fak, \$1,300: printing machinery (must be familiar with electrotyping, stereotyping and photo-engraving), \$3,000: water machinery, \$2,000: sationery, \$1,300: drugs, \$1,300: mixed paints, \$2,000: automobiles, \$2,000 and com.: cocoa and chocolats, \$3,000: provisions, \$1,270.

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